

INTIMATION



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A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

[31]

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BIRTH

On the 10th July, the wife of H. HILTON, Penang, of a daughter.

DEATH

At Chindras House, Matlock, Derbyshire, JONES FISHER, formerly of Puseyhouse Estate, Singapore, aged 84 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, 21.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th JULY, 1904.

THAT Russia as a nation is not in the forefront of civilisation is a truism which few of her most prominent statesmen would perhaps care to deny. This, however, is hardly to be accepted as an excuse for her numerous acts inconsistent with what are usually accepted as the amenities due from one nation to another. All things may be lawful between nations as regulated by what is somewhat vaguely termed international law, but all things are not expedient, and Russia has been of late widely overstepping the limits which render possible the existence of even such a very elastic practice as that euphemistically called law in its international bearings. The proceedings of the Russian Mediterranean squadron in the early stages of the war with Japan, and her assumed right to stretch in her own interests the ordinary designation of "contraband" was an instance of this, and led to many protests, more especially from England, whose commerce she evidently considered as a thing to be interfered with on grounds of her own dictation. This was, however, a minor matter compared with her recent action founded on very similar ideas of her own power of dictation of right or wrong as between one nation and another. Under one pretence or other Russia succeeded in having what she pleased to call her "Volunteer Fleet" allowed, while engaged in private mercantile work, to be classed as mer-

chant ships, pure and simple. It was not denied that the intention in building these ships was that in case of war they could be fitted up and used as armed cruisers. As other nations, and more especially England, built equally merchant ships so fitted up that in case of war they might be likewise utilised for warlike purposes, no objection was raised. As men-of-war they could not consistently with treaties acknowledged by Europe be permitted to pass in peace time through the Dardanelles, but the object being to facilitate, and not throw obstacles in the way of commerce, no objections were thrown in the way of their passage in their private capacity.

Affairs have not been going satisfactorily for Russia in her conflict with Japan, evidently entered on rashly and without consideration of the many advantages making for the Power on the spot. Russia has dealt with her difficulties characteristically. At any risk, and indifferent to the loss of life entailed, she has been hurrying troops from all quarters to Eastern Siberia; this, of course, is Russia's traditional way of campaigning. Against tribes on a lower stage of development than herself it has advantages, doubtless; opposed to a Power like Japan, where a marked capacity for organisation exists, it is really fighting the enemy's battle. Japan counts up every individual soldier, and counts how many she can afford to lose before entering on an engagement; and as a consequence the Russian administration has been from the beginning nonplussed, and uncertain how to strike. An instructive story is told of an old college don who, seeing one day that the students had caught hold of a bailli who had intruded himself into the sacred precincts, saw them uncertain how he would look upon the affair and showing signs of dispersion. Forbidden by respect for authority to encourage a lawless act, yet as indignant as the Freshmen themselves at the insult to the College, he called out: "Don't nail his ears to the pump, boys." Russia has been trying on somewhat similar tactics. In the hope of getting someone to aid her against the "Yellow Peril," she has been explaining her views on the subject of an Oriental invasion of Europe, while at the same time exclaiming with very needless reticence: "Nobody must come to my assistance, boys." One is irresistibly reminded of the drowning Frenchman, who called out in his agony: "I will be drowned and nobody shall save me." The Frenchman's cry arose not from any despair of want of sympathy, but because he had had a provincial instructor of English; the Russian, from his want of appreciation of the fact that he had no sympathisers whatever. Like the Chinese, Russia is, however, extremely sensitive to the peculiar feeling denominated "loss of face," a feeling that has nothing in common with our Western idea of honour. The "Yellow Peril" and the "Don't help me" cries having proved ineffective in restoring the lost "Face," she has been driven to another, seemingly desperate, resource. Could she only get England to declare war against her! The idea is not so entirely preposterous as at first glance it might appear. England has never been a match at poker for Russia, especially where the ordinary rules of play as between gentlemen are suspended; yet she has a foolish hankering after the game. Such things as riding for a fall are not altogether unknown on the turf, when a rider is driven to desperation; and Russia's conduct in the affair of the capture of the *Malacca* was so evidently planned beforehand that we cannot regard it as the inspiration of the mere officer in command of the ship.

As apparently unarmed merchant vessels the two Volunteer vessels *Smolensk* and *St. Petersburg* presented themselves at the Dardanelles, and demanded permission to pass as merchant vessels flying the merchant ensign. Whether there was any collusion with the Porte does not appear; at all events it does not affect the immediate case. Showing no external sign of being armed men-of-war, the two ships were permitted to pass. At the entrance of the Suez Canal the two ships likewise presented themselves under the false guise of peaceful merchant ships. This seems to have been one of those needless yet deliberate lies which often betray the criminal intent of their utterer. Somewhere in the Red Sea the two ships took occasion to transform themselves into regular men-of-war; their guns taken from the hold where they had been concealed were mounted, and the decks put in fighting trim. By way of getting their hand in, a German mail steamer was overhauled, and the portion of her mail intended for Japan taken out. We are not going to say that this seeming outrage had been already

planned in conjunction with Berlin; we in fact do not believe it was, but the Russian Government felt from the course of recent negotiations with the German Government that it could, as in the case of the recent police laws, count on the strong sympathies of its neighbours for an easy adjustment of so slight a trespass. Apparently, from the tone of the German Press it was quite justified in its calculation. Having thus paved the way the real sensation of the act was to come off. The British steamer *Malacca* was actually going to Japan. Russia, though somewhat weakly invited by the British Government to name what she considered should be classified as contraband of war, declined to give any binding assurance, but kept the question open. As the British Government had by implication permitted to Russia the option of declaring contraband, and as Russia without any sufficient protest had declined to issue any binding rule, there was obviously no appeal left from the decision of any Russian prize court. So determined is Russia in her assertions, that she actually tows her prize flying the Russian flag through the Suez Canal. Evidently, as Russia expected, the British Government, instead of placing the affair in the hands of the Commander-in-Chief of the Mediterranean Fleet, commenced to negotiate. This, anyone not in the entourage of the Foreign Office could see was just what Russia had been playing for. She could, as she had done with Japan, drag on the negotiations till Great Britain would be forced to go to war or retire ignominiously. Either alternative would answer admirably Russia's object. If England declared war, Russia would of course have little difficulty in engaging the sympathy of Germany; in all events her "Face" was preserved, she could without loss of prestige make a favourable arrangement with Japan, now that England was busy. If England, not willing to provoke a European war, were to retire, no matter how favourable the terms, Russia would lose no time in Asia in declaring it a concession to Russia's lordship. Now under long established law the outrage inflicted on England was one where the option lay with the aggrieved party to make it a *casus belli*, or merely a subject for reprisals. As our readers are aware, our Government has, by its firm and dignified insistence, secured a satisfactory adjustment, without resorting to measures that the temper of some peoples would have made inevitable.

There was a rumour going late last night that the *Hongkong* *Mara* had been sunk.

The *s.s. Chubong*, best known under her old name of the *Bokan Mara*, has returned from her charter trip among the Philippine Islands, and is now undergoing an overhaul at Cosmopolitan Dock before taking up her old run on the river. Captain Casey is in command, *vice*, Captain Mason.

While *Messrs. Price & Co.*'s boat was out in the Harbour yesterday one of the boatmen fell overboard. Mr. Frank White, one of the best known swimmers in the Colony, was on the boat and was on the point of jumping in to the rescue, but fortunately he was able to get the man on board again by the means of a boat-hook.

On the Volunteer Parade Ground to-night a promenade concert will be given according to the programme as published by us a few days ago, with the exception that the band of the 93rd Mahratta Light Infantry will appear in place of the band of the *Ocean* which has been ordered away, and that Mr. R. Sutherland will take the place of Mr. H. Arundell Tozer.

Now that Kowloon has been opened as a free port, visitors to that place cannot but be struck with the inadequacy and incongruousness of the British Consulate there. H.B.M.'s representative occupies a houseboat on the river. It is perhaps as salubrious a dwelling as one could get ashore at Kowloon, but it certainly lacks in spaciousness and accommodation.

Mr. Labouchere suggests that there should be laid upon the table of the House of Commons the text of all concessions of land or rights to individuals, to syndicates, or to limited liability companies, together with, in the case of each of the two latter, a list of their shareholders, a statement of their nominal capital, the number of their shares which have been paid for in cash, and the number that have been issued without cash payment to individuals, together with the names of such individuals.

The 23rd inst. being the eighth anniversary of the wreck of H.M.S. *Itia*, H.E. Vice-Admiral von Prittwitz, and the officers and men of the flagship *Friedrich Blumenth*, visited the *Itia* memorial on the Shanghai Bund in order to deposit a wreath. The Admiral's band played a hymn. Ceremonies of this kind, said the *N.C. Daily News* that morning, commemorating deeds of heroism, appeal to all hearts, irrespective of nationality; and nothing more encourages the living than to see that the dead who died bravely are not forgotten when the anniversary of their death comes round.

Captain Smith of the steamer *Ruby* was found dead in his cabin at Singapore on the 14th inst. Heart disease was the suspected cause.

Kite-flying in the public streets of Singapore has been responsible for serious injuries to a foreigner there. A dropping kite made his pony bolt with him.

A lady stepping into a ricksha was hailed recently by a coolie further down the waiting line. "Hai, Missie, catches me. He man blong no good. He blong stinker." And the lady says it proved only too true.

The electric lighting installation at Pomang is practically complete. The light has already been tested and found satisfactory. No public inauguration will be made, however, until the works are thoroughly in order.

At Glasgow, on the 11th ultimo, A. Shrub, the English runner, covered two miles in 9 minutes and 9.3 seconds, breaking the world's professional record of 9 minutes 11.2 seconds, held by W. Lang of Manchester, England.

A "Chefoo story" says that 500 tons of dynamite shipped from London to Hongkong on May 15th is destined for the Russians in Manchuria. It is reported that a portion of the cargo is lying at Hongkong awaiting shipment north.

The members of the Club Concordia at Shanghai met on the 18th instant and decided to proceed with the building of a new club house, on plans by Mr. Redder. The total cost, including £12,000 for the site already bought, will be £14,000.

A telegram received yesterday morning from our correspondent at Kobe confirms the news of the sinking of the steamer *Knight Commander* by the Russians on Sunday, reported by our London correspondent. Our Kobe correspondent states that the steamer was bound from Shanghai to Yokohama.

The entertainment at the Metropole Theatre to-morrow (Thursday) night, particulars of which appear in our advertisement columns, deserves special notice, as it is a "benefit" in aid of Mr. Will Lansdowne, operatic actor. Mr. Lansdowne is a gentlemanly representative of the stage, and his singing is highly praised by the colonial Press. He has been ill in Hongkong for 16 weeks, 14 of which he has spent in hospital.

Referring to the Red Sea "outrage," the *N.C. Daily News* says (in part): "The custom adopted by civilized nations is in accordance with the rule adopted by the U. S. Government during the Civil War—Public mails of any friendly or neutral Powers duly certified or authenticated as such, found on board captured vessels, shall not be searched or opened (Wheaton's International Law). Dr. Dana adds that an examination of genuinely authenticated mail is a violation of the immunity, and the searcher takes the risk and his Government the consequences."

Reference has been made to the revival of the old caravan route from Peking to Irkutsk as a means by which the new season's China teas could be carried to European Russia. The Siberian Railway is to a large extent blocked. Tea will also be taken direct by sea, and arrangements are now being made to ship consignments from Hankow to Odessa. One of the first steamers from Hankow—the *Ocean*, 4,657 tons, built in 1900—is understood to be taking at least £100,000 worth of choice new season's teas, and heavy reinforcements are being placed in the London market. Early shipments are usually large, and this year the congestion of other means of transport makes them exceptionally heavy.

There was a large attendance of the German and Austrian members of the community and others at the Cemetery yesterday morning to pay a final tribute of respect to the late Mr. Max Herffeld, who died, unexpectedly, at the Peak Hospital on Monday four or five hours after an operation had been successfully performed to remove an abscess on the liver. Numerous floral tributes of regret, which were borne with the coffin to the grave, testified no less eloquently than the large attendance to the sincere sorrow evoked by the premature death of one who, though not long resident in the Colony, had by the amiability of his disposition favourably disposed towards him all with whom he had come in contact. The funeral service was impressively conducted by Pastor R. K. Kriegl of the German Church.

MILITARY.

FOR HONGKONG.

Soc. Lieut. A. G. Ramsford-Hannay, R.E., has been nominated from Plymouth for service at Hongkong.

A.S.C.

The Army Service Corps command at Aldershot has been divided, and will in future be known as the "Service Companies, A.S.C." and the "Training Establishment, A.S.C." Col. London is the commandant of the former and Lieut.-Col. Gilpin of the latter.

SPECIAL SERVICE.

Lieut. C. L. Patton-Bethune, 1st Cameron Highlanders, has been appointed to the 1st Batt. Chinese Regiment at Weihaiwei, for special service.

MAJOR THE HON. H. W. TREFUSIS.

Hon. Major H. W. Trefusis Stuart-Forbes-Trefusis (late A.D.C. to H.E. Sir Henry Blake in Hongkong). Major Graham, 1st Suffolk Regiment, and Major the Hon. R. Tyrwhitt, R.G.A., were appointed a board under the King's Regulations, to consider and report upon applications for the good conduct medal at the headquarters of the Fourth Army Corps, on the 4th instant.

THE WAR.

[FROM OUR OWN CORRESPONDENTS.]

THE DARDANELLES

LONDON, July 25.

The Right Hon. A. J. Balfour, the Prime Minister, has stated in the House of Commons that the Dardanelles affair is causing the Government grave anxiety. The signs, however, indicate a favourable issue.

ANOTHER SHIP RELEASED.

LONDON, 26th July.

The steamer *Ardoza*, seized in the Red Sea, has been released by the Russians.

THE "KNIGHT COMMANDER."

LONDON, 26th July.

The *Times* describes the sinking of the steamer *Knight Commander* by the Vladivostok Squadron as a gross violation of international law.

TACHICHAU TAKEN.

LONDON, 26th July.

Tachichau has been captured by the Japanese, after hard fighting, in which each side lost about 3,000 men. The Japanese are marching on Liouyang in two columns, following separate routes.

[REUTERS SERVICE.]

THE RUSSIAN CRUISERS.

LONDON, 24th July.

The German steamer *Scandia* has arrived at Suez under a Russian prize crew. She was seized by the Russian Volunteer cruisers in the Red Sea. In reply to a German protest Russia announces that orders have already been given to release the *Scandia*.

After a long discussion, the Council at St. Petersburg has decided that the status of the Volunteers is not sufficiently defined to justify further seizures. The authority to search and seize is therefore withdrawn.

WAR ITEMS.

THE INDO-CHINA STEAMER "HIPSANG."

With reference to the various rumours afloat regarding this steamer, Messrs. Jardine, Matheson have addressed us as follows: "We beg to advise having this morning received a telegram from Shanghai to the effect that although no definite news has been received, our friends there are informed on good authority that the steamer was torpedoed by the Russians on the 16th inst. All the foreigners on board as well as most of the Chinese are reported to be saved and have been taken to Port Arthur. The steamer is fully covered in London against war risk. [Port Arthur as the destination of the crew looks like a mistake.—ED.] THE "MASCOTTE."

Considerable excitement was caused in Hongkong yesterday by the receipt of the news from London that the British steamer *Mascotte*, at present in Hongkong, had been detained by the British authorities in consequence of certain international complications. The report was to the effect that the *Mascotte* had been sold to Japan. According to all accounts that can be gathered there is absolutely no truth in the story. The *Mascotte*'s crew got into trouble with the Harbour Master's Department through some misunderstanding as to which port their engagement, came to a termination at, but after the Hon. Barnes-Lawrence had explained to the men the actual terms of the agreement the difficulty ended. The *Mascotte* is light and is bound for Japan. She may have been sold to the Japanese, but she sails to-day with British papers.

RUSSIA'S BREACH OF FAITH.

Russia seems to have added another sin to the catalogue against her. At the outset of the war, or at any rate at an early stage, the belligerents mutually agreed to establish a prisoners' intelligence bureau (*Furigo Tokoyoko*). The organisation of the Japanese bureau was explained in these columns at the time (February 21st), as was also the fact that each bureau was to convey to the other full information concerning the respective prisoners, once in every ten days. The Japanese bureau, which is under the direction of Major-General Ishimoto, has carefully observed the agreement, sending regularly to Russia every 10 days a detailed account of the prisoners and their condition. It has also received and distributed various articles and money sent from Russia for the prisoners. But not even once—accord-

ing to the *Jiji Shimpou*—have the Russians kept their promise in this respect. To the present day the Japanese remain ignorant as to who of their countrymen are in Russian hands and how they are faring. Connected with this flagrant and inhuman breach of agreement, says the *Japan Mail*, is the name of the celebrated international juriconsult, M. de Martens, who distinguished himself by grossly abusing his office as president of one of the Hague courts. M. de Martens' name stands below the covenant formed by the two Powers for the discharge of this humane duty, which Russia has neglected. The Japanese Government has more than once protested through the United States Ambassador in St. Petersburg, but the protests have proved unavailing. Meanwhile hundreds of Japanese families are left in a state of agonizing suspense as to the fate of their fathers and sons. Nothing more callous could easily be imagined.

ARRIVAL OF SIR MATTHEW NATHAN.

The Colonial Secretary notifies us that information has been received that the P. & O. s.s. *Nubia*, with Sir Matthew Nathan on board, left Singapore at 2 p.m. on Sunday, and will not reach Hongkong till Friday. All those who have been already informed of the arrangements for His Excellency's reception will therefore kindly read *Friday* and not *Thursday* in the notices which have been sent to them. No other change has been made.

HINDUISM AND ENGLISH TRAVEL.

Last year Mr. Mulji Barbhaya, late president of the Bombay Municipal Corporation, and Mrs. Barbhaya, who are Kupole Bannias, visited London, and, following the example of the Maharaja of Jaipur when he came to England for the King's Coronation, brought their own Brahmin cook, and lived in strict accordance with the well-known dietary restrictions observed by their community. Some years ago a number of prominent Brahmins declared that in itself a sea voyage and residence in a foreign land did not come within the category of heinous transgressions, provided such travel was not associated with breach of caste rules. During his stay in England, Mr. Barbhaya made inquiries with a view to founding a hostel where Hindu students or visitors could observe the practices and customs of their community without going to the great expense of making special arrangements in advance. On return to Bombay, Mr. Barbhaya wrote to the headman of his caste intimating that he desired to give a caste dinner in commemoration of his safe return, but no reply was forthcoming, and Mr. and Mrs. Barbhaya have been virtually, though not nominally, excommunicated, all social intercourse with the members of their caste having been denied them. In a pamphlet he has issued on the subject, says the *Times*, Mr. Barbhaya claims the right to have a caste meeting called to investigate the case, and he points out that corresponding exception has not been taken to the reception in caste fellowship of members of the community who have visited China, Japan, Africa, Mauritius, the Straits Settlements, &c. He asks how it is that a Kapale Bannia may go to other foreign countries and mix with the residents there without offence, but is virtually excommunicated if he goes to "the land of our Sovereign."

THE HUNGHTUZE.

Before the war broke out, there were many predictions about the trouble that the Hunghtuze would be sure to give the Russians if the latter took the field. On the whole these forecasts have been fulfilled, though not perhaps, as signally as was anticipated. It is likely, indeed, that the Hunghtuze have made themselves more obnoxious to the Russians openly admit. This is just the kind of thing the latter would naturally desire to conceal from the enemy, since the knowledge would embolden him, and from the world, since it would prove how ineffectual Russian administration has been. Today the news is that the freebooters are becoming more active than ever. Bodies of them are cutting telegraph wires and smashing the railway in the districts north of Liouyang and at Supingcheli, and their presence in the neighbourhood of Tashikia is said to be causing much annoyance. It is well understood that in many cases these bands are led by Japanese adventurers, who seek thus to serve their country. M. Lessar is reported to have addressed a very bitter complaint to Peking on the subject. His Excellency claims that there is an army of ten thousand Hunghtuze in the West-Liao region; that they are commanded by Japanese, and that the Chinese local authorities secretly favour and assist them. But the Chinese Government has replied with unusual vigour. It declares that no partiality has been shown to the Japanese, and it invites the Russian Minister to furnish proof of these accusations against local officials. It will probably be difficult to do that. The freebooters have always defied Chinese civil authority, and the fact that they continue to do so can scarcely be regarded as evidence that the Chinese assist them.

A Chinese journal says that 500 Hunghtuze, who had been trained by the Russians in Makhden at much expense and trouble, all absconded the day after receiving arms and ammunition. Their two leaders have been seized and sent under escort to Harbin.

From the same source we learn that the Hunghtuze are cutting the railway between Makhden and Liouyang, and that they even attack Russian scouts in the neighbourhood of Tanching.—*Japan Mail*.

Hongkong, 26th July, 1904. [10.11]

Hongkong, 17th October, 1899. [174]

Hongkong, 18th May, 1903. 12

Hongkong 28th November, 1902.

Hongkong, 19th May, 1934. [9]

Hongkong, 21st July, 1904. [1904]

INTIMATIONS

JUST ARRIVED.

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CAN BE SEEN AND TRIED AT

THE ROBINSON PIANO CO. LD.

FINGERS FURNISHED OR PERFECT PIANO LAYING.

To those who are unable to play the piano in the ordinary way, we offer the

Apollo Piano Player

This wonderful invention is a small, neat cabinet supplied with fingers that play like those of a professional, giving to any one, without instruction, unlimited command of the piano.

We have three different styles in all the various woods which sell for \$4.50 and up on easy MONTHLY payments. Fine musical LIBRARY available. Daily recitals.

THE ROBINSON PIANO CO., Ltd.

Hongkong, Singapore, Shanghai.

Hongkong, 27th July, 1904. [1409]

FOR SALE

FOR SALE.

TEAKWOOD STEAM LAUNCH in Good Working Order and condition. Length 30 feet. Breadth 7 feet. Depth 3 feet 6 inches. Engines, Compound Outboard Condensing. Price \$3,250.

Apply to—

Care of Daily Press Office.

Hongkong, 31st May, 1904. [1374]

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 21st May, 1904. [129]

TO LET.

FURNISHED or Unfurnished, ONE ROOM and BATH ROOM attached Central.

Apply—

Care of Daily Press Office.

Hongkong, 20th July, 1904. [1766]

TO LET.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 21st May, 1904. [129]

TO LET.

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—

THE SECRETARY, The Bowling Club Ltd.

Hongkong, 14th July, 1904. [1710]

TO LET.

A LARGE AIRY FURNISHED ROOM, Bath Room attached, with Board, in a private English family.

Apply—

Care of Daily Press Office.

Hongkong, 21st July, 1904. [1775]

TO LET.

NOS. 6, UPPER MOSQUE TERRACE, European residence, commanding fine view of the Harbour; Water and Gas laid on. Possession from 1st August, 1904.

Apply to—

G. J. SEQUEIRA, Care of A. R. Marty.

Hongkong, 25th July, 1904. [1808]

TO LET.

TWO ROOMS in Cause Road, with Bath Room attached, with or without Board.

Apply—

"RADIUM," Care of Daily Press Office.

Hongkong, 23rd July, 1904. [1797]

TO LET

TO LET.

A EUROPEAN HOUSE, No. 138, Praya East.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 15th July, 1904. [1717]

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE, Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

2ND and 3rd FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd November, 1903. [74]

TO LET.

NOS. 15, 17 & 19, SEYMOUR ROAD, Nos. 6 & 8, CASTLE ROAD, Nos. 74, CAINE ROAD.

Apply to—

COMPRADORE DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 18th July, 1904. [430]

TO LET.

1ST and 2nd FLOORS, No. 35, QUEEN'S ROAD CENTRAL, suitable for Office.

Apply to—

THE YEE WO, No. 35, Queen's Road Central.

Hongkong, 23rd May, 1904. [1311]

TO LET.

NO. 11, MOSQUE JUNCTION, Full View of Harbour, No. 52, HOLLYWOOD ROAD: OFFICES, CENTRAL POSITION. And others to suit various requirements.

S. A. SETH, Land and Estate Broker.

The Dairy Farm Co., Ltd.

Hongkong, 19th July, 1904. [73]

TO LET.

NO. 1, STEWART TERRACE, the Peak.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 28th March, 1904. [865]

TO LET.

NO. 1, RIFON TERRACE (in FLATS), No. 4, RIFON TERRACE, No. 37, WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS; PRAYA EAST.

No. 1, CLIFTON GARDENS, Conduit Road.

OFFICES in Nos. 10 & 16, DES VŒUX ROAD, Central.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 19th June, 1904. [75]

TO LET.

IMMEDIATE Possession, ONE ROOM, Top Floor of Prince's Buildings, suitable for Office.

Apply to—

S. J. DAVID & CO.

Hongkong, 2nd July, 1904. [1618]

TO LET.

3RD FLOOR, suitable for Office.

Apply to—

WING CHEONG, 35, Queen's Road Central.

Hongkong, 3rd June, 1904. [74]

TO LET.

LARGE AIRY ROOMS in Offices Building in British Concession, Canton.

For particulars, apply to—

P. O. BOX 22, Care of Daily Press Office.

Hongkong, 17th June, 1904. [1507]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon.

Possession on or about 31st August, 1905.

Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 21st June, 1904. [1611]

TO LET.

5 NEW HOUSES in Bonham Road (on Lot 591).

Apply—

LEUNG TUNG PING, Care of Kin Lee & Co.

Hongkong, 19th July, 1904. [1756]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—

SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

WAVERLEY HOTEL, No. 8, ICE HOUSE STREET, The PEAK (Central).

BELLIMOS TERRACE, Nos. 10, 13 & 21, No. 3 SEYMOUR TERRACE (Furnished).

"BANGOUR" (Peak) from 1st August.

Apply to—

LINSTAD & DAVIS, Hongkong, 21st July, 1904. [1429]

OUR CREAKING EMPIRE.

It would be easy to treat the Dundonald affair as merely an ugly incident, unfortunate, of course, but not serious, one of those little differences that mark the relationship of friends, a subject to be avoided and as soon as may be forgotten. That might be all very well, if the matter stood by itself, if the irritation were merely of the skin, to be removed by superficial emollients. But if the irritation is symptomatic of something wrong with the blood, some disorder in the whole system, to treat it easily as a mere surface ailment is certain failure. A remedy, and may mean driving the poison deeper into the constitution with ultimate mortal results. Look at it from what point of view we may, we cannot help seeing in this affair exceedingly disquieting symptoms, touching the very life of the British Empire. This indeed is its one and only compensating aspect. It discloses so rudely the weakness of what we flatteringly speak of as our imperial system, that even careless observers can hardly help reflecting on the anomalous and impossible relation by which the different parts of our British Empire are hanged together. The imperial issue involved is so much more important than the personal or so-called constitutional consideration that we are inclined to consider the matter from that point of view only. It is, of course, exceedingly unpleasant that such incidents could be offered to a distinguished Englishman, who, as a soldier, has done eminently good service to the empire, to the Canadian ministry. It is painful that Lord Dundonald should have received such treatment; it is still more painful that he should have received it in Canada. We do not for one moment believe that Sir Wilfrid Laurier, who regards a distinguished British officer as a "foreigner" and a "stranger," has the people of Canada behind him. We as strongly believe in their attachment to the British Empire, and in the reality of their imperialism, as we have never believed in the loyalty of Sir Wilfrid Laurier. He professes his Liberalism to the good of the empire, and his Liberalism demands that a prudent point of constitutional procedure should be followed to deprive his country of an unusually competent public servant, who had brought to his work a disinterestedness which not one of the professional politicians, of whom Sir Wilfrid Laurier is chief, could for one moment match. But Sir Wilfrid and his ministry are but a passing item, and this incident, we have no doubt, will help them to pass the more quickly to make room for their Conservative opponents. And Lord Dundonald for his part will know how to take his rebuff, making allowances for its authors, and remembering his motives in exposing the scandal.

But more permanent aspects of the affair remain. Technically the position of the General Officer Commanding the Militia in Canada is peculiar in its tenure. He is appointed by the Imperial Government but paid by the Dominion; and constitutionally the colonial authority is within its right in removing him although appointed by the Imperial Government. It is of course a ridiculous anomaly, unfortunately of a kind which abounds in our "empire." Lord Dundonald succeeded Major Hutton; he took his position in Canada unpleasant, and in fact untenable. In these circumstances it was most desirable that a first-rate soldier should take the command of the Canadian militia, a position not to be confused with the command of the Imperial troops in Canada, a small garrison mainly at Halifax. It was not certain where or even on which side the source of Major Hutton's difficulty lay, and everybody was glad when Lord Dundonald accepted the very important but probably thankless appointment. Arriving in Canada he found nothing but confusion in military spheres; there was really no military organization, discipline was slack, equipment deficient. The element of compulsory service recognised by the Canadian constitution had degenerated into a farce, just as it did nearer home in the Channel Islands. Lord Dundonald did not find the material at his disposal very easy to mould. Canada had sent excellent contingents of volunteers to South Africa. What had Canadians to learn in military science? To a military man, of course, such a way of looking at things was merely foolish. A few picked volunteers, assisting a large regular force in a campaign which almost throughout had more of the nature of irregular fighting than of scientific war, could be no criterion of the efficiency of a national militia to fight independently in a regular campaign. However, there could be no better raw material than the Canadians, and the militia wanted only organization and discipline to become an efficient force. In spite of the difficulties Lord Dundonald was making progress, and, what is more, he was carrying the Canadian people with him. For reform necessarily nothing was more vital than the quality of the militia officers, and Lord Dundonald paid close attention to their selection. On the formation of a new regiment for Eastern Quebec, he submitted a list of officers for confirmation by the Government, when the Minister of Agriculture, in the absence of the proper Minister of Militia, struck out the name of one whom Lord Dundonald knew to be eminently well qualified for the position of a militia officer. The motive of Mr. Fisher's action was plainly political, and Lord Dundonald paid close attention to their selection. 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SHIPPING.

ARRIVALS.

ALAN, British str., 4,477, H. E. Ball, 26th July, Singapore 21st July, General—Butterfield & Swire.

DEVIDA, German str., 739, R. E. Christensen, 26th July, Canton 25th July, General—Sunder, Vicer & Co.

EDENHALL, British str., 717, Moss, July 26th, Singapore 14th July, Sugar—Master.

EMPEROR OF CHINA, British str., 3,046, E. Beetham, U.S.S., 26th July, Vancouver (B.C.) via Shanghai 4th July, Mails and General—C. P. R. Co.

RUTH, Norwegian str., 2,239, Hollison, 26th July, Moji 19th July, Coal—M. B. Kusida.

YAWATA MARU, Japanese str., 2,366, A. E. Moss, 26th July, Nagasaki 22nd July, General—Nippon Yusen Kaisha.

DEPARTURES.

ARRATON APCAR, British str., for Calcutta Borneo, German str., for Sandakan.

ESANG, British str., for Canton.

GABA, Norwegian str., for Rajahmundry.

GOGGVALE, British str., for Japan.

HAILONG, British str., for Canton.

HANGKANG, British str., for Shanghai.

KWONGSANG, British str., for Canton.

LOONGSANG, German str., for Canton.

MADAGASCAR, German str., for Swatow.

MATILDA, German str., for Swatow.

OPLAND, Norwegian str., for Kobe.

PERHIA, Austrian str., for Trieste.

PRIGOR, German str., for Hainan.

TUJATJAP, Dutch str., for Shanghai.

TUPPANG, Dutch str., for Singapore.

TORRIN, French str., for Europe.

VESSELS IN DOCK.

ABERDEEN DOCKS—(Glasgow).
KOWLOON DOCKS—U. S. S.
Dagmar, Shanghai, Loonggang, Medan.
Coastal steamer—H. M. S. Hori.
H. M. S. Olive.

VESSELS PASSED ANKER.
July 7, Dutch str., Rhine, Husband, May 4, from Liverpool for Batavia.

July 7, British str., Zepher, Wright, July 5, from Singapore for Christian Island.

July 8, Norwegian str., Anne Marie, Thorsen, July 6, from Batavia for Padang.

July 9, German str., Offelack, Schmidt, April 16, from Hamburg via Australia, for Batavia.

July 10, British str., Lhal, from Hongkong for Darban.

July 11, German 4-masted lge., Navarcho, Rowell, April 16, from Barry for Java.

July 13, Dutch str., Kadri, van der Does, May 27, from Rotterdam for Batavia.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.
FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
THE British Steamship
"BUCENTAUR,"
Captain R. L. Rison, will be despatched as above TO MORROW, the 28th inst., at DAYLIGHT.
For Freight, apply to
A. S. MIHARA, Agent.
Hongkong, 7th July, 1904. [1656]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"BALLAARAT,"
Captain C. R. Longden, U.S.S., carrying His Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 30th JULY, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "Egypt," 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseille and London; other cargo for London & will be conveyed from London by the R.M.S. "Ararat," due in London on the 12th September.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 18th July, 1904.

"DEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship
"BENLARIO,"
Captain Wallace, will be despatched as above or about the 9th August.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 22nd July, 1904. [1793]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1904.
"BEDOUIN" ... 10th Aug.
"LOWTHER CASTLE" ... 25th Aug.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 25th July, 1904. [877]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"EPSOM,"
Captain J. White, will be despatched for the above port on THURSDAY, the 26th August.
For Freight, apply to
SHEWAN, TOMES & CO., General Agents.
Hongkong, 25th July, 1904. [190]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co.	30th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	KEEMUN	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	2nd Aug.
LONDON, AMSTERDAM & ANTWERP	SOCOTRA	Brit. str.	C. J. Banton	P. & O. S. N. Co.	About 5th Aug.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	16th Aug.
LONDON, AMSTERDAM & ANTWERP	PELUS	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	30th Aug.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	15th Sept.
MARSEILLES & LONDON, VIA SPOR, &c.	BUCENTAUR	Brit. str.	R. L. Rison	NIPPON YUSEN KAISHA	To-morrow, D'light.
MARSEILLES, LONDON & ANTWERP	BENLARIO	Brit. str.	Wallace	GIBB, LIVINGSTON & CO.	About 9th Aug.
BREMEN, VIA PORTS OF CALL	P. R. LUTFOLD	Ger. str.	H. Kirchner	MELCHERS & CO.	3rd Aug., at Noon.
HAYRE & HAMBURG	C. F. FELD LAISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE, BREMEN & HAMBURG	BADENIA	Ger. str.	Roerden	HAMBURG-AMERIKA LINIE	15th Aug.
HAYRE & HAMBURG	SPETIA	Ger. str.	Mittelfalt	HAMBURG-AMERIKA LINIE	25th Aug.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	5th Sept.
HAYRE & HAMBURG	SCANDIA	Ger. str.	Behrens	BUTTERFIELD & SWIRE	20th Aug.
GENOA, MARSEILLES & LIVERPOOL	SARPEDON	Brit. str.	C. J. Banton	DODWELL & CO., LD.	About 10th Aug.
NEW YORK, VIA PORTS & SUEZ CANAL	EPSON	Brit. str.	J. White	SHEWAN, TOMES & CO.	25th Aug.
NEW YORK VIA SUEZ CANAL	NUBIA	Ger. str.	Habel	HAMBURG-AMERIKA LINIE	20th Aug., 4 p.m.
VANCOUVER, VIA SHANGHAI, &c.	E. OF CHINA	Brit. str.	C. J. Banton	CANADIAN PACIFIC R. CO.	3rd Aug.
VANCOUVER, VIA SHANGHAI, &c.	TAKTAR	Brit. str.	C. J. Banton	CANADIAN PACIFIC R. CO.	14th Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	Geo. Wright	DODWELL & CO., LIMITED	9th Aug.
VICTORIA (B.C.) & SEATTLE VIA NAKAI, &c.	MACHAON	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	11th Aug.
PORTLAND, OREGON	ARABIA	Brit. str.	Bahle	PORTLAND & ASIATIC CO.	13th Aug.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	C. J. Banton	NIPPON YUSEN KAISHA	29th inst., 4 p.m.
AUSTRALIAN PORTS	TATIANA	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	30th inst.
KOBE	EMPIRE	Brit. str.	Helm	GIBB, LIVINGSTON & CO.	17th Aug., at Noon.
SHANGHAI	WUONG	Brit. str.	Helm	GIBB, LIVINGSTON & CO.	30th inst., at Noon.
FOOCHOW, VIA SWATOW & AMOY	NUBIA	Brit. str.	F. N. Hillard	P. & O. S. N. Co.	About 29th inst.
TAMUI, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	3rd Aug., 10 a.m.
ANPING, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	31st inst., 10 a.m.
SWATOW, WEIHAIWEI, CHEFOO & T'ING	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-day, at 10 a.m.
MANILA	KANSU	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	To-morrow.
MANILA	TAMING	Brit. str.	C. J. Banton	BUTTERFIELD & SWIRE	To-day.
MANILA	LOONGSANG	Brit. str.	G. S. Weigall	JARDINE, MATHESON & CO.	29th inst., at 4 p.m.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	30th inst., 10 a.m.
MANILA	ROH	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	6th Aug., 10 a.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 12th Aug.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.
THE Company's Steamship

"YAWATA MARU" will be despatched as above on FRIDAY, the 29th July, at 4 p.m.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th June, 1904. [1583]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, FRIDAY, the 29th inst., at 4 p.m.

This Steamer has superior accommodation for first-class passengers and is fitted throughout with Electric Light.

For Freight or passage apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 23rd July, 1904. [1806]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"NUBIA."

Captain Habel, will be despatched for the above port on SATURDAY, the 30th August, at 4 p.m.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st July, 1904. [1782]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeni, leaves Hongkong for Canton at 9 p.m., on SUNDAY, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m., taking passengers and cargo as usual.

The ss. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

First Class European ... \$8.00

Second Class European ... \$3.00

First Class Chinese ... \$1.50

Second Class Chinese ... 80

Deck ... 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to

J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904. [420]

HONGKONG-CANTON LINE.

THE British steamship.

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [75]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR

ANPING, VIA SWATOW

AND AMOY

TAMUI, VIA SWATOW

AND AMOY

FOOCHOW, VIA SWATOW

AND AMOY

FOR

STEAMERS

"TRIUMPH"

"FRITHJOF"

"H. KRAFT"

"H. A. HARALDSEN"

"TRIUMPH"

A. HANSEN

LEAVING

WEDNESDAY, 27th

July, at 10 A.M.

SUNDAY, 31st July,

at 10 A.M.

WEDNESDAY, 3rd

Aug., at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Den Vaux Road Central.

Hongkong, 6th July, 1904. T. ARIMA, Manager [16]

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing Date.

HYADES 3,753 Geo. Wright Tuesday, August 9th

SHAWMUT 3,666 W. M. Smith Thursday, September 1st

TEEMONT 3,666 T. W. Garlick Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, stadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT 9,006 tons W. M. Smith About 12th August.

S.S. TEEMONT 9,016 tons T. W. Garlick About 10th September.

CHEAP FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw ss. "SHAWMUT" and "TEEMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS, Hongkong, 13th July, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 3rd Aug.

R.M.S. "TAKTAR" 4,425 Tons. WEDNESDAY, 10th Aug.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 24th Aug.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York ... \$62

Intermediate on Steamers ... \$40

and 1st Class Rail ... \$42

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the

famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to

VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent, 9, Under Street

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PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	{ NUBIA ... F. N. Hillard ... }	About 29th July	Freight and Passage.
LONDON, &c.	{ BALLAARAT ... C. R. Longden, R.N.R. ... }	Noon, 30th July	See Special Advertisement.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	{ SOCOTRA ... C. J. Banton, R.N.R. ... }	About 5th August	Freight only.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 25th July, 1904. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

			1904	
PRINZ REGENT LUITPOLD	WEDNESDAY	3rd August
PREUSSEN	WEDNESDAY	17th August
GNEISENAU	WEDNESDAY	14th September
PRINZ HEINRICH
BAYERN	WEDNESDAY	25th September
SACHSEN	WEDNESDAY	12th October
ZITEN	WEDNESDAY	26th October
PRINZESS ALICE	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	WEDNESDAY	23rd November
PREUSSEN	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
PRINZ HEINRICH	WEDNESDAY	4th January 1905

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

OUTWARDS.
FROM GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...
GLASGOW and LIVERPOOL...

HOMWARDS.
STEAMERS TO SAIL
FOR LONDON, AMSTERDAM and
ANTWERP...
FOR LONDON, AMSTERDAM and
ANTWERP...
FOR LONDON, AMSTERDAM and
ANTWERP...

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and
all PACIFIC COAST PORTS, VIA
NAGASAKI, KOBE and YOKOHAMA.
For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 7th July, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR MANILA, SWATOW, WEIHAWEI, CHEFOO,
and TIENTSIN...
SHANGHAI...
THURSDAY ISLAND, COOK,
TOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY and MELB.
BOURNE

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 20th July, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week
days, at 7.30 A.M.; on Excursion
Sundays, at 8.30 A.M.; from Macao week days
at about 2 P.M. and Sundays about 7.30 A.M.

FARE—(week days) 1st Class (including cabin
and servant), 83. Return Ticket 55.
2nd Class 51. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class
Single Ticket 52. Return Ticket 53. Return
Ticket including Dinner and Dinner either on
board or at Macao Hotel 55. On Sundays 55
extra will be charged for each Cabin which has
accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip Every
Sunday, and takes only 34 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw
Steamer "TAI ON".

Captain J. Lawrence, leaves the Tung Yik
Wharf, Praya West, on MONDAYS,
WEDNESDAYS and FRIDAYS at 8.00 P.M.,
returning from Canton on TUESDAYS,
THURSDAYS and SATURDAYS, at 5 P.M.

FARES—
Saloon \$2.00
Chinese Saloon \$1.00
2nd Class 0.90
Storage 0.20

This well-known steamer has been fitted
throughout with Electric Light. Unrivaled
accommodation, excellent cuisine, best brands of
Wines and Spirits at moderate charges.

YIK ON S. S. CO.,
305 Des Voeux Road Central.
Hongkong, 9th July, 1904.

AM OY ENGINEERING CO., LD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR,
No. 12, Pottinger Street, Hongkong.

Agencies:—
CHIEF CHONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LEUNG YEE, Rice Cracker Factory.
Hongkong, 1st June, 1904.

MAIL TABLES

FOR 1904.

Mounted on Card 35 cents
Paper 20 cents

On Sale at the Daily Press Office,
Hongkong 6th March, 1904.

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship

"PREUSSEN".
OF THE NORDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
To-day, the 26th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on Wednesday, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 1st of
August, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.
Hongkong, 20th July, 1904.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID,
ADEN, BOMBAY, COLOMBO, PENANG,
AND SINGAPORE.

THE Company's Steamship
"NIPPON"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed
at their risk, into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Levant ex s.s. *Gorizia*, transhipped at
Port Said.
From Venice ex s.s. *Venus*, transhipped at
Trieste.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the undersigned before
Noon, on the 27th July, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the
27th July, will be subject to rent.

Bills of Lading will be countersigned by
SANDER WIELER & CO.,
Agents.
Hongkong, 21st July, 1904.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"GREGORY APCAR,"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the
27th instant, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the discharge
of the Vessel will be landed and stored at
Consignees' risk and expense.

Bills of Lading will be countersigned by the
undersigned.
No Fire Insurance will be effected.
DAVID SASSON & CO., LD.,
Agents.
Hongkong, 25th July, 1904.

STEAMSHIP "TOURANE,"
COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London ex s.s.
Memphis and *Crinice*, from Havre ex s.s.
Memphis and *Charente*, from Bordeaux ex s.s.
Ville de Cotte, in connection with above
Steamer, are hereby informed that their Goods,
with the exception of Opium, Treasure and
Valuables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., LD., at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, 25th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
undersigned. Goods remaining unclaimed after
Tuesday, the 2nd August, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 2nd August, or they will not be recognized.
All damaged packages will be examined on
Tuesday, the 2nd August, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th July, 1904.

BRITISH-INDIA STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM RANGOON AND STRAITS.

THE Company's Steamship
"PUTALA"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 30th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th July, 1904.

TONG CHONG WO & CO.

No 48, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS and CIGARETTES.
They are made of best Havana leaves and
possess a mild and choice flavour.
Inspection courteously invited.
Hongkong, 26th May, 1904.

THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD

IS
GANDY'S

"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, KINSTMAN & CO.,
HONGKONG.

THE NEW FRENCH REMEDY
TRADE MARK

THERAPION No. 1

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Kossan, Jobert, Volp
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 2

This is a powerful and effective remedy, used in the
Continental Hospitals by Ricord, Kossan, Jobert, Volp
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 3

This is a powerful and effective remedy, used in the
Continental Hospitals by Ricord, Kossan, Jobert, Volp
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION

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SHIPPING

SHIPPING IN PORT.

STEAMERS.

ASCOT, British str., 2,462, Cox, 21st July.
Meji 14th July, Ballast.—Doddwell & Co.

BARON GORDON, British str., 2,703, J. M.
Cweke, 22nd July.—Meji 15th July, Coal.
Bradley & Co.

CARL DIDERICHSEN, German str., 774, H.
Schlichter, 25th July.—Haiphong 22nd
July and Heshow 24th, General.—Jensen
& Co.

CHUKONG, British str., 487, Dawey, 12th July.
—Manila 7th July, Ballast.—Chinese.

CONINGSBY, British str., 2,158, Topp, 21st July.
—Meji 13th July, Coal.—Bradley & Co.

COERIC, British str., 2,744, F. H. Armstrong,
R.N.R., 22nd July.—San Francisco 22nd
June and Shanghai 19th July, Mails and
General.—O. & O. S. N. Co.

DAOMAR, German str., 950, C. Goswiew, 9th
July.—Swatow 8th July, Sundries.—Mel-
chers & Co.

EMPIRE, British str., 4,500, P. Thomson Helms,
24th July.—Sydney via Port 2nd July.
General.—Gibb, Livingstone & Co.

FOYLE, British str., 2,690, Page, R.N.R., 13th
July.—Kochin 7th July, Coal.—M. B.
Kaisha.

GREGORY APCAR, British str., 2,941, J. G.
Ollivant, 24th July.—Calcutta via Straits
9th July, General.—David Sassoon & Co.

HOLSTEN, German str., 3,855, John Chr. Hansen,
18th July.—Saigon 14th July, Rice and
Flour.—Jensen & Co.

INCHUK, British str., 3,100, F. Pearce, 17th July.
—Canton 14th July, Coal.—Order.

JUSTIN, United States str., Hughes, 5th July.
—Guam 21st June and Cavite 1st July,
Coal.—Order.

KESINGT, U. S. str., 2,247, Dower, 14th
July.—Callao via Panama and Yokohama
24th July, General.—Order.

LAERTES, British str., 1,342, J. B. Jacks, 9
24th July.—Saigon 16th July, Rice and
rice-mill.—Chinese.

LEAZPI, U. S. str., 563, D. Yribar, 23rd
July, Manila 19th July, Ballast.—Barretto
& Co.

LOONGKONG, British str., 1,932, G. S. Weigall,
25th July.—Manila 22nd July, General.
Jardine, Matheson & Co.

MASCOTTE, British str., 2,018, P. Gibson, 22nd
July.—Sunderland 18th May.—Samuel
& Co.

MATHILDA, Norwegian str., 2,230, H. Taarvig,
21st July.—Kuchin 15th July, Coal.
—Mitsui Bussan Kaisha.

MEHAN, German str., 476, O. Stobberg, 22nd
July.—Caroline Island, Copra and General.
—Siemssen & Co.

ORANGE, British str., 1,901, Joh. Dannevig,
25th July.—Bangkok 17th July, Rice.
—Sander, Wierer & Co.

PEONETHEUS, Norwegian str., 1,024, H. Lehrs-
brygg, Bangkok 17th July, Rice.
—Chinese.

PUTALA, British str., 2,129, E. Willis, 24th
July.—Rangoon 9th July, General.—Jar-
dine, Matheson & Co.

SARK, Norwegian str., 2,303, Hansen, 19th July.
—Norfolk 30th April, en Singapore 12th
July, Coal.—Shewan, Tomes & Co.

SIKH, British str., 3,216, James Rowley, 5th
July.—New York 4th May, General.—
Doddwell & Co.

TAISHAN, British str., 1,174, J. Jenkins, 21st
July.—Bangkok 14th July, General.—
Bradley & Co.

TAIWAN, British str., 1,109, H. Harder, 25th
July.—Canton 24th July, General.—Batter-
field & Swire.

TAMING, British str., 1,325, Pennyfather, 23rd
July.—Manila 20th July, General.—Butter-
field & Swire.

TANICAR, British str., 4,425, F. W. Evans, R.N.R.,
25th July.—Vancouver via Japan 27th
July, General.—C. P. K. Co.

TRITOS, German str., 1,033, H. Kraft, 25th
July.—Swatow 24th July, General.—
Osaka Shosen Kaisha.

TWEDDALE, British str., 2,873, T. Milne,
25th July.—Durban 25th June.—Gibb,
Livingstone & Co.

VENUS, British str., 2,303, Foulger, 24th July.
—Canton 8th June, Coal.—Order.

YATSIUNG, British str., 1,423, T. Sellar, 21st
July.—Sourabaya 8th and Samarang 13th
July, Sugar.—Jardine, Matheson & Co.

YEDDO, British str., 2,974, Baird, 21st July.
—Barry 15th May and Singapore 15th July,
Coal.—Doddwell & Co.

ZAFIRO, British str., 1,611, Rodger, 25th July.
—Manila 22nd July, General.—Shewan,
Tomes & Co.

SAILING SHIPS.

E. B. SUTTON, American barque, 1,248, John-
son, 19th July.—Chefoo 25th June, Ballast.
—Order.

ECLIPSE, British ship, 2,973, J. McBryde, 10th
May.—New York 10th December, 1903,
Cass Oil.—Standard Oil Co.

KENTMERE, British barque, 2,334, Burch, 14th
June.—New York 29th January, Kerosene.
—Standard Oil Co.

MARIA, Italian barque, 1,118, D. Urse, 9th
April.—Fremantle 7th Feb, Sandalwood.
—Order.

